

IRISH WHISKIES

DUNVILLE'S V.R. ... \$15.00
J. JAMESON & SON * 15.00
Do. Do. ** 17.00

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong Daily Press.

ESTABLISHED 1857

FOR THE FESTIVE SEASON
CHAMPAGNES
MOET & CHANDON
(EPERNEY)
DRY IMPERIAL
WHITE STAR,
MOUSSEUX.
Sole Agents:
H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

No. 14,895. 號五十九百八千四萬一第 日壹十月二十年壹十三緒光 HONGKONG, FRIDAY, JANUARY 5TH, 1906. 五拜禮 號五月正年六零百九千一英港香 PRICE, \$3 PER MONTH.

"BULL DOG" BRAND
STOUT & ALE
IN SPLITS.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.

CUTLER, PALMER
& CO.'S

"SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to

SIEMSEN & CO., Hongkong. [a52]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.80 per bag ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st October, 1905. [a271]

NOTICE

GEO. FENWICK & CO., LD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 36; approximate area 43,000
square feet.

For further particulars apply to the Company.
Hongkong, 12th July, 1905. [135]

WANTED

WANTED.

A POSITION AS NURSE OR NURSERY
GOVERNESS in a respectable English
Family. English experience and exceptional
references as to character and qualifications.
Address replies to "NURSE".

Care of "Daily Press" Office.
Hongkong, 3rd January, 1906. [133]

WANTED.

FROM 1st March to 31st October next
3 or 6 ROOMED FURNISHED
HOUSE on the Peak or Higher Levels.
Applications stating terms to be addressed to
"PEAK".

Care of "Daily Press" Office.
Hongkong, 13th December, 1905. [115]

RUINART PERE & FILS, REIMS.

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.

Ship only the Finest Quality
Extra Dry (Green Seal).

LAUTS, WEGENER & CO.,
Sole Agents.

Hongkong, 17th May, 1905. [122]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [2056]

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
WITH CHAMBER FOR 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.

Hongkong, 3rd October, 1905. [45]

ON SALE.

RATES OF EXCHANGE AT
HONGKONG

for Demand Drafts on London on the day of or
preceding the Departure of the English Mails
also Table of Yearly Approximate Averages
FOR 31 YEARS

FROM

1874 to 1904.

Price \$2 Cash. On Sale at the "DAILY
PRESS" OFFICE, or Local Booksellers.

Hongkong, 11th May, 1905.

THE LAHMEYER ELECTRICAL CO., LD.,
LONDON.

THE FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a6a]

LANE, CRAWFORD & CO.
CARPETS! CARPETS!! CARPETS!!!
THE FINEST SELECTION OF

AXMINSTER, WILTON,
VELVET PILE &
BRUSSELS CARPETS.

EVER SEEN IN THE FAR EAST

AXMINSTER PARQUET SQUARES,

WOVEN IN ONE PIECE WITHOUT SEAM.

DURING JANUARY ALL CARPETS WILL BE MADE AND

FITTED "FREE OF CHARGE."

LANE, CRAWFORD & CO.
Hongkong, 20th December, 1905. [a33]

CHUN SENG.

No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 61, MAIN STREET, YOKOHAMA.

DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.

ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.

Hongkong, 27th May, 1905. [a2665]

THE COSMOPOLITAN.
A MONTHLY ILLUSTRATED MAGAZINE.

OPINIONS OF THE PRESS.

"...Everyone is bound to appreciate the departure from the stereotyped canons which this magazine promises... its pages are bright without being shocking. Its articles are crisp, original, and well written, its illustrations are artistic and enhance the value of the journal..."

"...The praise which we gave to the first number of the COSMOPOLITAN may honestly be repeated in reference to the second number... There is something very attractive in the unity which pervades the magazine through its being a one-man affair, and that one man being such an acute student of passing events and wielding such a vigorous pen..."

"...The many articles are well and brightly written... there should be little doubt of success..."

"...Though the language of the staff is not English, the English of THE COSMOPOLITAN, idiomatically and grammatically, is irreproachable..."

"...Among these are 'The Art of Eating,' a witty and observant discourse on modern table manners..."

"...Le Champ d'observation de notre nouveau confrère est si vaste que nous croyons que la 'copie' ne lui manquera pas, et nous lui souhaitons tout le succès désirable..."

"...quite a new feature in Far Eastern journalism... the quality of the letterpress is well worth the hand-some setting..."

"...matters calculated to interest not only the foreigner in Shanghai and Chinese Treaty ports, but in Japan..."

"...It is a very promising publication. The pictures are excellent... one wonders how it is to be produced month after month..."

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HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 18th August, 1905. [1905]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

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ESTABLISHED 1815.

BRANDY	****	For Case.	\$22.50
"	***		20.00
"	**		16.75
WHISKY, PALL MALL	-		20.00
"	JOHN WALKER & SONS'		
"	OLD HIGHLAND		12.50
"	C. P. & CO.'S SPECIAL		
"	BLEND		10.50
PORT WINE, INVALIDS	-		20.00
"	DOURO		13.75
SHERRY, AMOROSO	-		20.00
"	LA TORRE		16.00
BENEDICTINE, D.O.M.	-		40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

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HONGKONG AGENTS.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Pog" WHISKIES at... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the SOLE."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
F. BLACKHEAD & Co

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23 & 25, QUEEN'S ROAD.

COLONIAL EDITIONS OF THE LATEST NOVELS: \$1.75 EACH.

The Brooding Wild, by Cullum.	The Seven Streams, by Deeping.
All Abroad, by B. A. Clark.	Romance of a Fountain, by Lee Hamilton.
Tongues of Gossip, by A. C. Sherwood.	Stars of Destiny, by Truscott.
The Exploits of Jo Salis, by Greenor.	The Third Kiss, by Flowerdew.
The Coat of Many Colours, by Author of	Fortune's Cap, by Mann.
Honor's Patchwork.	Pride O' the Morning, by Giberne.
A Brighton Tragedy, by Gay Beethly.	The Planning Sword, by Hooking.
A Son of the Sea, by Bullen.	The King's Achievement, by Benson.
Captains All, by Jacobs.	The Progress of Priscilla, by Cleve.
The Web of the Past, by Countess Cromartie.	Dick Pentreath, by Tynan.
A Daughter of the Manse, by Sarah Tylor.	The Procession of Life, by Vachell.
Captain Sheen, by C. Owen.	The Parson's Wood, by Simpson.
The Motor Crackman, by J. Carey.	Captain Maroon, by Stewart.
A Modern Utopia, by Wells.	The Fatal Ring, by Dick Donovan.
By the Ionian Sea, by Giesing.	

USEFUL CHRISTMAS GIFTS.

CHRISTMAS & NEW YEAR CARDS of newest designs.
FILM or PLATE CAMERAS fitted with "Reos," "Dallmeyer" & "Goetz Lenses"
PLATES, PAPERS & CHEMICALS, absolutely fresh.
EASTMAN CELEBRATED KODAKS & FILMS.

WE IMPORT these goods, thus enabling us to offer them at rock-bottom prices. We invite you to call and inspect our New Stock before making your Christmas and New Year purchases elsewhere.

A. TACK & CO.

26, DES VŒUX ROAD, HONGKONG. [39]

JAPAN COALS.

mitsui BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 109, HOUSE STREET.

OTHER BRANCHES

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Matsuyama, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mameda, Mannoura, Onoura Otani, Sasahara Tsakuro, Yoshinotani, Yoshio, Yuzokihara, and other Coals.

S. MINAMI, Manager, Hongkong.

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons;

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

H. HAYNES, Manager.

50

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted, Electric Fans (if required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 24th July, 1905. [a2410]

VICTORIA HOTEL.

SHAMSEEN—CANTON.

On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, Proprietor.

2696

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH CHINA).

MACAO.

HAS been re-opened, under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home.

A most pleasant retreat for those desirous of a few days' rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong.

One steamer (s.s. Heungshan), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOAVISTA."

For Terms, apply

THE MANAGER.

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BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD."

27, CAINE ROAD.

Hongkong, 26th September 1905. [2165]

Monday, 22nd January, is mentioned as the date of the election to fill the two vacancies on the Sanitary Board.

The new battleship *Pommerehne*, built for the German navy, was launched at noon on Dec. 2 at the Vulkan yard.

The Associated Omnibus Co., Ltd. (1900), has issued £50,000 worth of five per cent. first mortgage debentures at par, for the purchase of motor omnibuses.

M. Ratard, French Consul-General at Shanghai, has returned to his post. He and Mme Ratard have been spending a holiday in Europe.

Mr. W. J. Bryan, advising the Filipino reformers to be patient, said:—"I have told you what good people our republicans are, but I have laboured 20 years without making any impression on them."

A marriage has been arranged, and will take place quietly in January, between Sir Watkin Hilder, K.C.M.G., C.B., and Marion, daughter of the late Sir Charles H. Aitchison, K.C.S.I., and of Lady Aitchison, of St. Christopher's, Oxford.

Messrs. A. P. Bunt, W. B. Cunningham, F. G. Gorton, L. M. King, G. P. Paton, R. S. Pratt, E. C. Schaefer, E. A. H. S. Y. L. Brown, T. Taylor, and W. P. W. Tugnor have been appointed student interpreters in the Majesty's Consular Service in China, Japan or Siam.

The *Times* of Dec. 2 announced: Orders have been given for the flag of Vice-Adm. Sir A. W. Moore, who has been appointed Commander-in-Chief on the China Station in succession to Adm. Sir G. Nord, to be hoisted in the *President* on the 6th inst. and struck on sunset the same day. The *King Alfred*, new Capt. C. D. Granville, is to convey the new Commander-in-Chief to China.

The following have been chosen to play for the Hongkong Football Club in the English match against The Navy at 4.45 p.m. to-day (Friday):—Back: C. C. E. Gilbert. Three-quarters:—L. C. Larmour, J. G. Lecky, C. M. G. Taylor and C. B. Dawn. Halves:—R. Hanna and R. J. Blackburn. Forwards:—R. M. Panking, E. C. Hall, J. C. Steen, H. Rogers, S. C. Fickens, G. Rogaraz, A. M. Oller and H. F. Chard.

At the Tsimshatsui Police Station last night the members of the Hongkong Police Force entertained their friends at a smoking concert. To those who have dealings with them, and others, the hospitality of the Hongkong Police is well known, and when it is reported that nothing was left undone which was necessary to make the evening a success, it will readily be understood how successful the entertainment was.

Mr. Kuan, magistrate sitting with Mr. T. Weyan, British Assessor, at the Shanghai Mixed Court on December 29th, heard a charge against a chair coolie of plying for hire without a license within the Settlement contrary Municipal Regulations. Mr. Kuan objected the coolie being fined \$1, and said he did not recognise the sedan chair tax, but allowed it to be imposed under protest. Magistrate Kuan marked the charge sheet "S1 deposited to await consideration."

The Berlin Medical Association has recently been occupied with the case described by Dr. Schuster, of a fanatic, 60 years-old, who awoke one morning and noticed that he could no longer read, or, as he himself expressed, "could not put together the letters." He recognises all objects which are shown him, as soon as these are delineated on paper, or common objects, such as a house, a boat, or flag, he fails to recognise them, just as a very young child fails. Dr. Schuster comes to the conclusion that an interruption has taken place in the connection between the patient's sphere of sight and his powers of associating ideas. Dr. Schuster calls the newly-discovered disease "soul blindness."

The leading Shanghai journal remarks: The insincerity of the Chinese officials in the matter of the recent riot is shown in sentences passed by the Mixed Court magistrates on rioters brought before them. Chinese law, armed participation in a riot is a capital offence, and sentence is executed summarily. Most of the rioters, many of the notorious rowdies, were sentenced at the Mixed Court mostly to six months' imprisonment. Either the magistrates do not know the law, which case they should be promptly replaced, or they were anxious to show that rioting in the Anglo-American Settlement is a trifling offence as compared with rioting in a native city. No foreigners would ask for the execution of sentences to be carried out on such offenders, but they should have a punishment which would be really a deterrent for the future.

The *Kokumetsu Shinbun* publishes an account of the outbreak at Harbin on the 25th of December. We read that towards midnight a number of mutinous soldiers rushed into the streets and set fire to various Government buildings, murdering and pillaging. Gen. Markoff, whose Cossacks were bivouaced outside the town, immediately mustered his troopers and rode in at their head, his idea being to restore order at once. His resort to extreme measures, slaying some 400 of the mutineers and setting the torch to their barracks. But presently the Cossacks fell among themselves, and the mutineers, to the advantage of this, attacked them and recaptured the upper hand. There ensued a fearful scene of outrage, carnage, and destruction of property, and since that time the city is said to be in most deplorable condition.—*Japan Daily Mail*.

Roue's Agency understands that the Lama of Tibet will, on the invitation of Government, visit India, and in all probability will meet the Prince and Princess of Wales in Calcutta. The importance of this event beyond question—The Tashi Lama, whose residence is Shigatse, became on the 10th of the 4th month, from Lhasa a special head of the Buddhist religion, and is regarded by his co-religionists with the greatest respect. He has always displayed a friendly attitude towards the Indian Government. When Captain O'Connor visited him at Shigatse in October, 1904, while the British Mission was at Lhasa, he met with a cordial reception from him, and he expressed his good wishes for the relations existing between the Indian Government and his own country, and expressed his entire approval of the Convention which was subsequently signed by Colonel Younghusband and the Tibetan representatives at Lhasa.—*Times*

of the world will be the order of the day.

and the Straits, left Singapore for this port
the 3rd Jan., at 6 p.m.

an hour and a half Mr. Olive

bridge yesterday afternoon discoursed in the presence of a good attendance of ladies and gentlemen on "Native Life and Customs in Southern Seas."

H. E. the Governor, who presided, introduced the lecturer. He said—Ladies and gentlemen, on the occasion of the first meeting this season of the Odd Volumes' Society, I have much pleasure in introducing to you as lecturer Mr. Oliver Bainbridge. Mr. Bainbridge is an experienced traveller in some of the less known parts of the world, and what he will tell us will no doubt be of great interest. He is also an experienced lecturer, so that he will put his facts in a way which will claim your attention. I am looking forward, and I think you are also looking forward, to a pleasant hour while Mr. Bainbridge gives his lecture (applause).

Mr. Bainbridge, at the outset, explained that he was prompted to travel by a desire to educate himself, and stated that the facts he would present that night he intended to publish in a book which might be of interest to people who had not travelled in the different parts of the world. Some people laboured under the delusion that he was an American. He was not. He was very much British, but he had lived in the United States and had a great admiration for the Americans because of their progressive pushfulness. Entering on his lecture proper, Mr. Bainbridge gave illustrations on the screen of various phases of native life in the South Seas. Dealing first with New Zealand, he described the Maories as the greatest native race in the world, and in his references to native religions he said the natives were not below the civilised races but merely behind them. For instance, the South Sea Islanders had had the idea of the creation thousands of years before we had it. He pointed out that those people did not believe the idols they worshipped were gods, but those helped to concentrate their thoughts on their gods. In other words the profundity of their thoughts was not to be gauged by the crude forms in which they were expressed. In a clumsy and raw manner the lecturer talked of the various races in Fiji, Solomon Islands, Bismarck Archipelago, Papua, concluding with an allusion to the community of Chinese Jews he had just visited in the interior of China.

The Governor, at the close, said—I told you we should have an interesting lecture and I think my anticipations and yours have been realised. We have had a lecture enlivened by some American humor, and whatever Shanghai may have thought we certainly do not think we have had too much anthropology and ethnology this afternoon. We look forward to having great deal more of it when the books which Mr. Bainbridge promises as new publications. Now, ladies and gentlemen, you will join with me in expressing our gratitude for the interesting lecture we have had.

A round of applause terminated the proceedings.

MACAO.

(FROM OUR CORRESPONDENT.)

January 3.

SANTA CASA DA MISERICORDIA.

The rumour current last week that the Government is going to appoint a committee to take charge of the affairs of this institution turns out to be correct. The confirmation of it by last mail and the order was published in *Diário da Governo*. The Government will appoint three nominees, while the members have the right of nominating two to the committee; in one word, the institution will be turned into a government institution. I do not yet know what remuneration the government proposes will receive, but I believe they will draw handsome sums yearly.

MYSTERIOUS HOUSES.

There are at present in various parts of the city some houses, which cannot be termed either boarding houses, hotels, schools, military barracks; still I find that they are crowded with men, sometimes dressed in Chinese and another time in semi-European style, would draw the attention of the Government to the sanitary conditions of these houses, for it is a well known fact that wherever a large number of Chinese congregate, cleanliness is not guarded. It is best that these places should be looked after now when plague and other diseases are not rife, lest they prove to be hot-beds of plague when the spring comes round.

MONEY ORDERS.

From yesterday the Post Office here began to issue money orders on Hongkong and elsewhere. The largest sum that can be remitted at one time is \$400, and the commission is 1 per cent.

THE WEATHER.

The weather is now beautifully fine, cold, dry, and there are many shooting parties round the neighbouring villages.

LATEST STEAMER MOVEMENT.

The C.P.R. str. *Empress* of Japan arrived Vancouver on Wednesday, the 3rd Jan., at 4 p.m.

The C.P.R. str. *Athenian* arrived at Yokohama at 8.30 a.m. on Sunday, the 31st Dec., and again at 3 p.m. same day for Kobe, where she was due to arrive at midnight on Wednesday the 3rd Jan.

The S.N.K. str. *Tartar* arrived at New York on the 31st Dec.

The O.S.S. & C.M. chartered str. *Saint J.* left Singapore on the 3rd inst., and is due to arrive on the 11th inst.

The I.G.M. str. *Prinz Waldemar*, from Japan, is due here on or about Sunday, a.m.

The Indo-China str. *Kulsang*, from Calcutta and the Straits, left Singapore for this port on the 3rd Jan., at 6 p.m.

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The Indo-China str. *Kulsang*, from Calcutta and the Straits, left Singapore for this port the 3rd Jan., at 6 p.m.

LATEST STEAMER MOVEMENTS

The C.P.R. str. *Empress of Japan* arrived Vancouver on Wednesday, the 3rd Jan., at 4 p.m.
The C.P.R. str. *Albion* arrived at Yokohama at 8.30 a.m. on Sunday, the 31st Dec., and again at 3 p.m. same day for Kobe, where it was due to arrive at midnight on Wednesday the 3rd Jan.
The Silk ex C.P.R. str. *Tartar* arrived New York on the 31st Dec.
The O.S.S. & C.M. chartered str. *Saint A* left Singapore on the 3rd inst., and is due to arrive at Hong Kong on the 11th inst.
The I.G.M. str. *Prinz Waldemar*, from Japan, is due here on or about Sunday, a.m.
The Indo-China str. *Kulsang*, from Calcutta and the Straits, left Singapore for this port the 3rd Jan., at 6 p.m.

SUPREME COURT.

IN BANKRUPTCY.

BEFORE SIR FRANCIS POGGOTT (CHIEF JUSTICE).

THE VALUE OF A SIGNBOARD.

Re Wing Chun Wai Kuo firm ex parte Lam Hang Chup, Mr. d'Almeida v Castro (cf Messrs Bratton, Hett and Goldring) appeared for the petitioning creditors. The petition, he said, stated that the firm carried on business at 22 Circular Quay as yard dealers. They owed \$900 due on two promissory notes, the act of bankruptcy being a notice of suspension of payment of debts issued by the firm. An interim receiving order was made on the application of the creditor and granted on the ground that some of the creditors had entered the premises and started removing the goods of the debtors.

His Lordship (referring to the petition)—What does good-will mean?

Mr. d'Almeida—The signboard and name.

His Lordship—A signboard is not worth much.

Mr. d'Almeida—The Chinese value it. One signboard was recently sold for \$50,000.

His Lordship—Is it an emblem of good-will?

Mr. d'Almeida—There was another sold for \$27,000.

The application was granted.

CHUN LA MING ex parte LAM SHUN MAN.

Mr. H. K. Holmes, appearing for the petitioning creditor, said an arrangement had been made with the creditors, by which his client's claim had been secured and he now wished to withdraw his application.

His Lordship—Tell us something about the arrangement.

Mr. Holmes—I am not in a position to do so, my Lord.

His Lordship—That is not sufficient to withdraw it.

Mr. Holmes—I appear for one of the creditors and was not aware of this arrangement. I am sure my client would not agree to this arrangement. Would your Lordship allow it to stand over?

His Lordship—Yes. Directly you come into bankruptcy you must take your chance.

Mr. Holmes—I may say that I have seen a list signed by the Chinese creditors.

His Lordship—It must stand over. The other creditors must have an opportunity of appearing.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (CUNSE JUDGE).

BREAKING A SUBMARINE CABLE.

The hearing was resumed of the action in which the China and Japan Electric and Telephone Co., Ltd., claimed \$1,000 from the China and Manila Steamship Co., Ltd., being the amount of damages sustained by the plaintiff company by the breaking of their submarine cable in the harbour by the defendants' steamship *Rubi*.

Mr. E. H. Sharp, K.C., instructed by Mr. H. G. C. Bailey (of Messrs. Johnson, Stokes and Master), appeared for the plaintiff company, and Mr. H. E. Pollock, K.C., instructed by Mr. P. B. Deacon (of Messrs. Deacon, Looker and Deacon), represented the defendant company.

The witnesses called yesterday were Mr. W. L. Carter, manager of the plaintiff company, who gave evidence of the damage and that the amount paid for repair was considerably more than the amount claimed; Mr. F. G. Figg of the Observatory, who spoke of the weather at the time of the occurrence; Mr. A. W. Ellis, engineer in the employ of Messrs. M. Donald and Co., who declared he would only raise anchor in a typhoon, with half his boilers not working, under protest; and Captain Christie, who did not consider the *Rubi* should have gone to her buoy in the condition that she was, but that she should have called a tug and proceeded to a safe anchorage.

Mr. Pollock, addressing his Lordship, said that there was an evidence of negligence on the part of the defendant, because in the first place there was no doubt the *Rubi* had dropped her anchor somewhere off North Point on August 30th at 12.30. What was substantially alleged was that she dropped her anchor on plaintiffs' cable. Assuming that she dropped her anchor inside the cable area and that as a result she broke the Company's cable, the mere fact of dropping her anchor there could not be said to be negligence. As his Lordship knew, the mere fact that damage was done either by a ship or by a horse that ran away or by anything moving which belonged to defendants did not entitle the plaintiffs to recover, and the thought plaintiffs' legal adviser had not taken the proper view when they put in their claim the allegation of negligence. They submitted that there was no evidence of such neglect. They knew from the evidence that there certainly were gusts of wind at 12.30 on August 30th, accompanied by rain. It was true plaintiffs' witnesses were not disposed to admit there was as much density of rain as mentioned in the defendants' statement. Still they knew there were that morning overcast skies, with rain and squalls of wind. The question to be submitted to the jury was whether having regard to the circumstances the *Rubi* was negligent in dropping her anchor where she did. The plaintiffs' suggestion of what they ought to have done took them back to the afternoon of the 29th. They suggested that defendants ought to have been towed to a place of safety on that afternoon. Another allegation was that they ought to have been towed away or steamed away by daylight next morning. All this vista of possibilities was laid before them by the plaintiffs. In considering that, one was forcibly reminded of the observation which was made in the case of a horse bolting and doing damage at home.

The learned judge said in the course of his judgment: "Of course if you are going to take us back and back, if the horse and carriage had not left the mews, the accident would not have occurred at all."

His Lordship—Well, the horse went off on its own action. A steamboat could not do that.

Mr. Pollock, continuing, said they might argue that if the cable had not been there it would not have been damaged by the anchor, and if the *Rubi* had not been in Hongkong, and had been in Manila, there would not have been any damage done. He submitted that a line must be drawn somewhere. Defendants would never be able to escape from the charge of negligence if his friend's arguments were upheld. He submitted that the whole question the jury had to consider was what took place between leaving the buoy at 11.45 and when she dropped her anchor. Plaintiffs were practically trying to make defendants insurers of the safety of their cable. In conclusion, Mr. Pollock said there was no case of negligence to go to a jury and judgment should therefore be given for defendants without calling a witness for the defence.

His Lordship did not agree with this view and said the jury having heard one side should hear the other.

Mr. Pollock then addressed the jury, indicating the case for the defendants. He stated there was no neglect on the part of the captain of the *Rubi* in weighing anchor in the circumstances. A curious suggestion had been made by a very positive witness the previous day, Mr. Webb, that a ship like the *Rubi* with only one of her two boilers going must be treated as partially disabled. That was most remarkable evidence but he would be able to call evidence that the *Rubi* herself had actually gone all the way to Manila with one boiler and that an old vessel, the *Peel*, had gone both ways with one boiler. He would also be able to show the jury that considerable pressure could be kept up with only one boiler. Of course she could not go as fast with one boiler as with two, but when there was only one boiler in use a donkey engine was employed to do auxiliary work, and he would be able to show that in smooth water the difference between one boiler and two was only a few knots, something between 12½ knots and 14. Mr. Webb's argument that a ship like the *Rubi* under one boiler not being able to go more than half her ordinary speed was absurd. The *Rubi* herself going to Manila with one boiler in use had maintained an average speed of nine knots, while the *Peel* in similar circumstances had only dropped about two knots on her speed. It was absurd to say that one boiler would not give more than half speed. Knowing how horse-power was applied to steamers, they knew that if it was desired to increase a vessel's speed a knot or two above her economical speed her horse-power had to be increased enormously to get the extra knot or two. So with one boiler, as opposed to two, in smooth water and under favourable conditions the difference in a steamer's speed would only be one or two knots. Proceeding, he asked the jury to remember that the typhoon did not reach typhoon force. Captain Morrison in his evidence said he did not think much about it because he pulled up anchor and steamed away that evening. They must know from their own knowledge that the cry of wolf was raised in the colony when there was no wolf. Signals were hoisted, numerous notices issued, but nothing happened. The typhoon had been somewhere no doubt, but there had been many false alarms. It was suggested that they ought to have gone to Kowloon Bay or somewhere else where they did, but he would call evidence to show that other two steamers did not leave till after they did. When the *Rubi* left after going to Kowloon Bay she experienced squalls and blinding rain which made it impossible to see 100 yards ahead. In these circumstances the Captain thought it prudent to drop anchor. Plaintiffs asked them to say that that was imprudent and that the Captain was negligent. In fact the plaintiffs almost seemed to think that the Captain ought to have thought far more of prospective damage to the cable than to look after his ship and its avoid drifting or running into other ships. They seemed to think that their cable was far more important than reasonable and prudent navigation, and he thought the jury would agree with him that it was reasonable and prudent navigation to drop his anchor as he did, wherever he was, even inside the area, having regard to the blinding rain. So far as the captain was concerned, he had been all along under the impression that he had dropped his anchor outside the cable area. Even if the jury came to the conclusion that the captain had dropped his anchor there, he thought from the evidence they would come to the conclusion that it was certainly not due to negligence on his part.

Evidence was then called for the defence. Captain Norton, of the *Rubi*, bore out the statement of counsel. Referring to the pulling up of the anchor on the occasion in question, he said something came up with the anchor which was handed to him by the chief officer. He had sailed several ships when they had only one boiler in use.

Cross-examined—When anchored at the dock buoy he was not aware that any notices of a typhoon had been issued by the Observatory; on the 29th he knew the barometer was falling but did not notice it before. Apart from having seen the signal up it had not occurred to him that there was a typhoon about. When he saw the signal hoisted he did not take any steps to inquire whether the Observatory had issued any notices. If he had known that a notice had been issued that a typhoon threatened to approach South China

within 24 hours, he would still have gone to his buoy, he had not been told by Mr. Goddard or Mr. Gordon that that was the first great mistake he had made. It was the duty of the captain of a ship to take his vessel to a safe anchorage in case of a storm. If he neglected to do that, and the storm reached its height, he would be responsible for any damage done. When he got to the buoy the black drum was hoisted instead of the red, which indicated that a typhoon was coming; at that time his ship's boilers were empty, and he could not have got steam up for some time. It was quite possible to lie out the typhoon at his buoy, but he did not intend doing so. He did not consider it would have been more prudent, in view of all the warnings, to have sent for a tug to assist him to get away. The squall which occurred at 12.30 on the day in question was one of the things that could not be anticipated. When at Kowloon Island he considered more of these squalls were likely; a second squall struck his vessel before he knew it. It was of a very blinding character, and he was heading towards the P. and O. in Kowloon Bay when it struck him. Assuming the anchor, with 105 fathoms of chain out, to be in the centre of the telephone area, that would put his ship just without the area. During the time he was anchored near the area his anchors did not drag; he knew this because the ship was shivering. Witness was certain he was anchored outside the area. The letter to the Eastern Extension Cable Co. (put in) was written by him.

He stated therein that while taking his vessel to a safe anchorage on the previous afternoon he was forced, through stress of weather, to anchor just off the cable ground. He kept steaming up all night on his anchors in case he ran foul of the cables. Next morning, when he began to hoave up the anchors, he found that he had broken the cable. He thought he had taken anchor bearings just beyond the cable grounds, but during the foul weather his bearings were not reliable.

Witness did not at any time think they were in the cable ground.

W. G. Lawson said in August last he was acting as Chief Officer on the *Rubi*. He had been six and a half years on the China coast, and had had a master's certificate for twelve years. About 11.50 on the morning of the 30th August the *Rubi* left her buoy at Hungnam, and proceeded towards Kowloon Bay. On the way they struck a severe squall, and dropped the port anchor for a few minutes. When the squall cleared away they hoave up the engines were put ahead, and the *Rubi* proceeded. Then a second squall came up with very thick rain, which was coming down so severe that witness could not see it. About ten minutes after it came on the captain ordered him to let go the anchors, which he did. The ship was sheering all the time, and the engines were being kept worked slowly ahead to keep the strain off the cables. The ship did not drag at all. Witness bore short on both anchors, and then took up the starboard. Afterwards he hoave up the port anchor, and found a piece of cable on it. At the time of the second squall, witness could not see ten feet ahead. Dropping the anchors in such a case was a prudent thing to do, as otherwise they might have drifted down on a steamer which was lying on their starboard quarter. Witness was previously in the *Rubi* when she had only one boiler and went from Hongkong to Manila at a speed of ten knots an hour.

Cross-examined—He could not explain how it was that the typhoon signal hoisted at 7.30 a.m. was not seen for two hours. They were all busy on the decks at the time. The telephone cable was not pulling at their anchor. It was not true that their anchor was pulled out at the bow by the telephone cable. The piece of cable produced showed that it had been cut on the one side and broken on the other. He did not feel any shock when it was brought up.

Captain Almond spoke to having sailed one of the Company's old ships to and from Manila with only one boiler in use. The average speed to Manila was 7.3 and the return journey nine knots. He had commanded the *Rubi* since she was launched at Glasgow, but he was home on leave last year.

The hearing was again adjourned.

ANTI-TEA DUTY LEAGUE.

A meeting of the Council of the Anti-Tea Duty League was held at the League's offices, London, when Sir West Ridgway presided. During the past few months the League has exclusive of members who are going to stand for their constituencies again, as to their views on the question of the reduction of the existing duty on tea, and in reply has received an almost universal expression of sympathy with the object of the league, whilst more than half the candidates have pledged themselves to support any measure for the remission of the duty. The League's plan of campaign for agitation during the general election was discussed and decided upon. There will be a renewal of the propaganda on lines somewhat similar to those employed last spring. Arrangements have been made to post the hearings not only of London, but of several provincial cities and towns, with a striking pictorial appeal to the voters in general, and for the distribution of leaflets dealing with the taxation of tea. A record of the day of the hearing display which attracted so much attention early in the year may be expected during the month preceding polling day at the elections.

One way and another everything's jolly odd, I believe, we're all such frauds. We all say things we don't mean, and do things we don't believe in, and play Old Harry generally with honesty. 'E Jove, it's quite amazing.'—*Drummel* in *The World*.

POLICE COURT.

Thursday, 4th January.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

ALLEGED LARCENY OF A WATCH.

David Hamilton, a stoker on H.M.S. *Alacrity*, was charged with the larceny of a watch from East Street on Wednesday night.

Defendant pleaded not guilty, stating that he paid \$1.50 for the watch.

Complainant stated that defendant entered his shop on the evening in question and asked to be shown some watches. He was handed the one before the court, and ran away with it.

P. C. 103 said he saw the defendant running eastward along Queen's Road on Wednesday night. He stopped him and asked what was wrong. Defendant said a lot of Chinamen struck him in East Street, and he was trying to get away from them. The complainant then came upon and charged Hamilton with the theft of the watch. Defendant said he was holding the watch in his hand when the Chinamen struck him, and he ran away. He paid \$1.50 for the article.

W. Porter, seaman on H.M.S. *Hogue*, was called for the defence. He said he met the defendant at four o'clock on Wednesday afternoon at the Naval Canton. They stayed there until about 6.15 p.m. and then journeyed down to East Street. The defendant went into complainant's shop and bargained for the watch in question, but as he could not make a bargain, left and returned later, when he beat the defendant down to \$1.50 from \$4. The shopkeeper wished to see the money, and Hamilton pulled out a handful and put some twenty cent pieces on the counter. The complainant said some of the money was bad, and the defendant denied it. An argument followed, during which a crowd of Chinamen gathered around, and witness next saw the defendant running down the street, with the complainant in pursuit. He could not say whether defendant took the money away.

The defendant stated that while arguing about the bad money a Chinaman gave him a "crack on the jaw" from behind. On looking round he saw a crowd, and "went for all he was worth."

His Worship said that according to the story for the defence there was actually a sale, and as he was inclined to believe that story he found that there could not be any larceny. The defendant would therefore be discharged.

ANOTHER ROGUE'S ACT.

Hendry Shadrack, of H.M.S. *Arrow*, was charged with the larceny of a small camphor-wood box from a shop in Queen's Road.

Defendant denied the charge. He said he was a married man with a wife and child, and was bearing the blame of "another rogue", who put the box in his hands.

The case was adjourned.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

BREACH OF MORPHINE ORDINANCE.

Inspector Collett charged Lim Fat and Liu Yau with a breach of the Morphine Ordinance by administering morphine not having been prescribed by a medical practitioner.

They were committed and each ordered to pay a fine of \$20, the alternative being one month's imprisonment.

ALLEGED LARCENY.

Considerable time was occupied in hearing a charge of larceny preferred against Chan Fung, who was accused of stealing gold bangles, diamond rings, jade stones, gold chains and other jewellery to the total value of \$856.50 from Yik Tung Cheung, of 91 Hollywood Road, on December 24th. A man and another woman were charged with receiving the articles, knowing them to have been stolen.

The case for the prosecution was that when complainant missed the jewellery on the night in question he awoke, the first defendant, raised the alarm that burglars had been in the house. A witness stated that the first defendant came to her and asked her to keep some jewellery for her. The case was adjourned.

IMPENDING RETIREMENT OF SIR HALDIDAY MACARTNEY.

COUNSELLOR OF SIX CHINESE MINISTERS.

His Excellency Wang Tsai-hsi, the new Chinese Minister at the Court of St. James, who is now in America, will arrive in London some time before Christmas to relieve the retiring Minister, Chang, and to take up his residence at the Legation in Portland Place.

A very important and interesting event hangs on this change, for so soon as the ex-Minister and his successor shall have obtained an audience of the King Sir Haldiday Macartney, who since 1876 has served the Chinese Government as English Counsellor and Secretary to its representatives in Portland Place, will retire from that important office.

Sir Haldiday Macartney is seventy-two years of age. He was formerly a surgeon in the Army, and served in the Chinese War (1860) and in the war against the Taipings. He was for some time director of the Imperial Arsenal at Nanking, and came to England in 1874 with Kwo, who became first Chinese Minister in this country—first, indeed, in Europe. He has been the Counsellor of six successive Ministers. He is a Knight Grand Cross, Imperial Order of the Double Dragon, of China. It is not likely that any successor in office will be appointed to him.

—*Daily Graphic*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 4th at 11.55 a.m. The barometer has risen over E. Japan, and fallen over the Loo-choo and Formosa.

A shallow area of low pressure appears to be lying over the Pacific to the South of the Loo-choo, and the belt of high pressure lies now over the Lower Yangtze and S. Japan.

Strong monsoon is still indicated in the Formosa Channel and the N. part of the China Sea.

Forecast—Moderate N. winds; fair.

LONG. HING & CO.

IMPORTERS OF HIGH CLASS CAMERAS NO. 17, QUEEN'S ROAD.

N. & G. SPECIAL B. 1 PLATE CAMERA, Fitted with ZEISS "PROFAR" Lens, Yellow Screen, and Leather Case	\$300.00
N. & G. "NYDIA" POCKET CAMERA, 1 PLATE, Fitted with ROSS Monocentric Lens and Leather Case	135.00
ROSS FOCAL PLANE CAMERA 1 PLATE, with 3 Dark Slides and Leather Case	140.00
No. 3. FOLDING POCKET KODAK, with B. & L. PLASTIGMAT Lens	150.00
" 4 SCREEN FOCUS " " GOERZ Lens	140.00
" 4 CARTRIDGE " " " "	135.00
" 3. FOLDING POCKET " " " "	120.00

[35]

THE BURLINGTON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

JUST UNPACKED.

NEW MILLINERY GOODS FOR THE SEASON.

SMART READY-MADE COSTUMES.

FLOWERS, FOLIAGE, GLOVES AND MOTOR CAPS.

HIGH-CLASS DRESSMAKING, MODE DE PARIS.

By our French Dressmaker, whose work has often been outgrown by French Journals.

Hongkong, 14th December, 1905.

[37]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The annual report of the directors for the year ended September 30 states that the net surplus for the year, including £10,335 brought forward, amounts to £219,746, which, after deducting the interim dividend on the preferred stock of 2½ per cent. and 3½ per cent. on the deferred stock, paid in June, admits of a further payment of 2½ per cent. on the preferred and 6½ per cent. on the deferred stock, together with a bonus on the latter of 3 per cent. (making 13 per cent. on the deferred for the year). The return for the year will therefore be equal to 9 per cent. on the paid-up capital of £2,333,000. A balance of £10,948 will be carried forward to the next year's account. The tonnage of the fleet is 404,182 tons. The board have recently accepted a tender from Messrs. Caird and Co. to construct four twin-screw steamers of the intermediate class, with moderate passenger accommodation and large cargo capacity, which appear in the fleet list under the names of *Nemur*, *Nie*, *Nora*, and *Nyssa*. The directors mention that the full issue of first and second 2½ per cent. debenture stock, amounting altogether to £1,800,000, has been placed, and the total interest for the year—viz., £43,000—appears for the first time as a complete charge in the accounts. On the other side of the account, the interest account for the year, current investments amounts to £83,787.

THE YEAR'S OPERATIONS.

In their usual summary the directors say:—"It was fully explained in the last annual report that the great stability of silver in exchange had decided the board to adopt in rounding the company's accounts an approximately accurate par of exchange, in lieu of the old figures of 2s. per rupee and 4s. 2d. per dollar which had been in force for nearly 70 years, but had, ever since the depreciation of silver began, involved writing off large amounts every year under the head of loss in exchange. At the same time it was pointed out that this charge in dealing with the accounts would render any external comparison of figures during the first year or two after the change misleading, and this remark applied to the revenue and expenditure statement now submitted. Dealing with actual figures as far as possible for the purpose of comparison, it is satisfactory to note that the passenger revenue again shows an increase over that of the previous year. The advance is not a very large one—£26,000—but it applies to a further East, where the vast of passenger interference with the movement of freight, charters, and miscellaneous services, there is a deficiency, as compared with last year, of £37,000. The actual freight receipts were, however, in advance of those of last year, although there were various unfavourable circumstances to contend against, and the shortage shows under this heading is due entirely to a lesser amount of casual chartering by Government for the conveyance of troops. The cargo capacity of the fleet had been fairly well utilized (although the rates have been very low), except during the last few months of the year at Bombay and Calcutta, where there was a great deficiency of cargo owing to certain crops having been extensively injured by exceptional frosts in the early part of the year. The Australian trade is improving in bulk, owing to the more favourable seasons which have happily set in, but Australia, which have certainly not improved. The freights have certainly not improved. The outward trade to China and Japan has been outward trade to China and Japan is unequal to good, but the home trade loaded outwards, the employment of the tonnage loaded outwards, and unless there is a marked expansion in the export trade from China and Japan (of which there is no particular indication at the moment), this trade will, like that of Australia, be overdone with tonnage."

The result of the year's operations allows a further provision for depreciation to the extent of £170,000, in addition to the normal allowance of £305,040, thus raising the sinking fund for the year to the satisfactory figure of £475,040.

"SHELL" TRANSPORT AND TRADING COMPANY (LIMITED).

The report made up to December 31, 1904, states that the Asiatic Petroleum Company's accounts for the same period have just been received. The differences between the actual results and the estimated ones for 1903 are now adjusted in the company's books. Including the amount brought forward from 1903, there stands to the credit of profit and loss £284,075, after deduction of management expenses (including office rent, salaries, and expenses) and directors' and auditors' fees, £22,150; income tax, £28,064; the sum of £103,861 as a provision for depreciation on steamers, installations, &c.; writing £10,000 from the costs and expenses of preference shares issue, and writing £3,713 from American expenses, the balance of profit and loss is £227,845. After providing for the preference dividend and for the dividend on the ordinary shares of 5 per cent. per annum paid on January 1 this year (which together absorbed £150,000), there remains to be carried forward the sum of £107,845. The directors "regret the cost of establishing their foothold on the European markets, owing to the ruthless competition they have had to meet, but have thereby secured a position which should have substantial results in the future."

SPECIAL OPPORTUNITY AT THE ROBINSON PIANO CO., LD.

One Gets a Poor Return from a Piano if it is a mere Article of Furniture. Attach the Apollo Pianos and All Music is at your command. Concert, a Dance or Programme—in a moment, \$200.00 upwards. Hire or Hire Purchase System.

RACHALS' PIANOS

\$550. FORMERLY \$670.

JUST UNPACKED

IN NEW STORE.

BECHSTEIN, STEINWAY, KRAUSS, HAAKE, RACHALS, WERNER.

A STOCK UNEQUALLED IN THE COLONY.

HIRE OR CREDIT.

Hongkong, 4th December, 1905. [116]

TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED.

TYPEWRITING WORK UNDERTAKEN.

Charges moderate.

F. A. V. RIBEIRO

(late of the Hongkong Typewriting Bureau)

34, Queen's Road Central (Second Floor).

Hongkong, 25th October, 1905. [91]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

I have now 40,000 CUBIC FEET of Cold Storage available at EAST POINT. Storerooms will be open at 10 A.M. and 4 P.M. daily. Sunday excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [47]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LTD.

is prepared to supply any quantity of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW, Manager.

Hotel Mansions, 3rd Floor.

Hongkong, 8th August 1905 [287]

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS AND CROCKERY WARE, &c. &c.; and POCHOW LAQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [2355]

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.

EMBROIDERIES, LACES, SILKS, PONGEES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS, EBONY FURNITURE AND FANCY GOODS.

No. 82, QUEEN'S ROAD CENTRAL.

Any Order Promptly Attended To.

Hongkong, 12th January, 1905. [220]

DR. NEWELL WILSON, DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examination.

Office hours 9 A.M. to 5 P.M.

No. 2, PEDDER STREET (next to the General Post Office and opposite to the Side entrance to the Hongkong Hotel).

Hongkong, July 5th, 1905. [49]

nam | Leut. Comdr. J. F. Knox, Engineer

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.
EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"SAINT BEDE"	On 11th January.
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th January.
GLASGOW and LIVERPOOL	"ODPACK"	On 21st January.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 26th January.
GLASGOW and LIVERPOOL	"ACHILLES"	On 30th January.
GLASGOW and LIVERPOOL	"PELLEUS"	On 3rd February.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 13th February.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.
GENOA, MARSEILLES and LIVERPOOL	"PAKLING"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 13th February.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 27th February.
AMSTERDAM, LONDON and ANTWERP	"ANTENOR"	On 27th February.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO- HAMA	"NINGCHOW"	On 24th January.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"PINGSURY"	On 26th January.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [9.10]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHANGCHOW"	On 5th January.
SHANGHAI	"SHANSI"	On 5th January.
SHANGHAI	"YOHOW"	On 8th January.
YOKOHAMA and KOBE	"TAMING"	On 9th January.
YOKOHAMA and KOBE	"TAIYUAN"	On 9th January.
YOKOHAMA and KOBE	"KAIKONG"	On 11th January.
YOKOHAMA and KOBE	"CHINGTU"	On 16th January.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivalled Tables. A duly qualified
Surgeon is on board.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
**REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.**
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, SHANGHAI, SUMATRA	"E. W. Bruce"	About 7th	Freight and Passage.
LONDON and ANTWERP	"PALMA"	About 7th	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	"G. W. Cockman, R.N.R."	January	
LONDON & C. via USUAL PORTS	"DELTA"	Noon, 13th	See Special of Call.
SHANGHAI	"ARCADIA"	About 13th	Freight and Passage.
	"A. G. Culitt, R.N.R."	January	

For further Particulars, apply to
E. A. HEWETT,
Superintendent. [1]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date.
SHAWMUT	9,600	E. V. Roberts	Saturday, January 27th

2 Cargo only.

**OUTER FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY SERVICE, LIGHT, DOCTOR AND STEWARDESSES.**
The main-cabin "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
adequacy at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS. [17]

QUEEN'S BUILDINGS,
Hongkong, 15th December, 1905.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.
PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to		Leave	Conflicting Steamers		Due at	Due at
COLOMBO	HONGKONG		from COLOMBO to	MARSEILLES	(Brindisi	PLYMOUTH
			MARSEILLES & LONDON	2 days earlier	(London	1 day later)
		TONS <td colspan="2"></td> <td colspan="2">TONS</td>			TONS	
ARCADIA	7000	Feb. 10	BRITANNIA	7000	Saturday	Friday
DELHI	8000	Feb. 24	MOLDAVIA	10000	Mar. 10	Mar. 30
DONGOLA	8000	Mar. 10	MONGOLIA	10000	Mar. 24	Mar. 13
DELTA	8000	Mar. 24	MOULTAN	10000	Apr. 7	Apr. 27
OCEANA	7000	Apr. 7	MARHORA	10000	Apr. 21	May 11
					Sunday	Saturday
ARCADIA	7000	Apr. 21	VICTORIA	7000	May 5	May 26
DEVANIA	8000	May 5	HIMALAYA	7000	May 19	June 9
DONGOLA	8000	May 19	INDIA	8000	June 3	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time
of booking.

In addition to the above Mail Steamers the following—
INTERMEDIATE (non-transshipment) STEAMERS
WILL LEAVE FOR

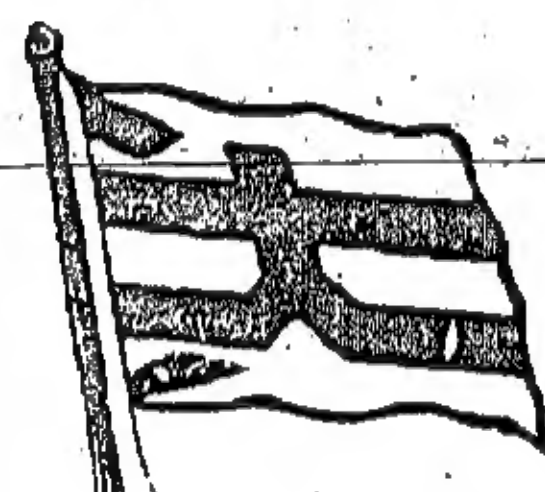
LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	TONNAGE	Leave	Leave	Leave
		HONGKONG	SINGAPORE	LONDON
† JAPAN	4500	Feb. 14	Feb. 23	Mar. 31
† SUMATRA	4500	Feb. 25	Mar. 9	Apr. 14
† NUBIA	4500	Mar. 14	Mar. 23	Apr. 28
† JAVIA	4500	Mar. 28	Apr. 6	May 12
† FORMOSA	4500	Apr. 11	Apr. 20	May 25

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
† "JAPAN," "CEYLON" and "FORMOSA" carry only First Class Passengers.
For Passage apply to
E. A. HEWETT,
Superintendent. [270]

Hongkong, 1st December, 1905.



OSAKA SHOSHEN KAISHA.

**REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.**

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
† TAMSUI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 7th Jan., at 10 A.M.
† TAMSUI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 14th Jan., at 10 A.M.
† SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"ANPENG MARU"	THURSDAY, 25th Jan., at 10 A.M.
† SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"TRIUMPH"	THURSDAY, 11th Jan., at 10 A.M.
† SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"FRITHJOF"	About MONDAY, 15th Jan., at 10 A.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Vaux Road Central.
Hongkong, 4th January, 1906.

T. ARIMA, Manager. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTO PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.
N.B.—Cargo can be taken on through bills of lading for the principal places
in Russia.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS.

STEAMERS	SAILING DATES, 1906
GNEISENAU	WEDNESDAY 17th January
ROON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 28th February
PRINZESS ALICE	WEDNESDAY 14th March
BAVERN	WEDNESDAY 28th March
PRINZ REGENT LUITPOLD	WEDNESDAY 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 9th May
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 6th June
PREUSSEN	WEDNESDAY 20th June
ZIETEN	WEDNESDAY 4th July
BAVERN	WEDNESDAY 18th July
PRINZ REGENT LUITPOLD	WEDNESDAY 1st August
PRINZ EITEL FRIEDRICH	WEDNESDAY 15th August
	WEDNESDAY 29th August

ON WEDNESDAY, the 17th day of JANUARY, 1906, at Noon, the Steamship
"GNEISENAU," Captain Dolte, with MAIL, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 15th January. Cargo and
Specie will be received on Board until 5 p.m. on TUESDAY, the 16th January, and Passes
will be received at the Agency's Office until Noon, on TUESDAY, the 16th January.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 4th January, 1906.

**REGULAR
STEAMSHIP SERVICE TO NEW
YORK.**
—VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR
COAST).
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906
"ATHOLL"	12th Jan.
"PATHAN"	23rd Jan.
"ST. GEORGE"	to follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents. [100]

Hongkong, 3rd January, 1906.

FOR NEW YORK
VIA PORTS AND SUEZ CANAL.
WITH LIBERTY TO CALL AT MALABAR
COAST PORTS.

THE Steamship

"HUDSON,"

Captain J. Burnett, will be despatched as above
on or about the 15th January.

For Freight or other information, apply to
STANDARD OIL COMPANY
OF NEW YORK.

Oriental Freight Department,
Hotel Mansions.

Hongkong, 15th December, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAPAN	First half of January	JAVA PORTS	First half of January
TJILIWONG	JAVA	First half of January	JAPAN via SHANGHAI	Second half of January
TJILATJAP	JAVA	Second half of January	JAPAN via SHANGHAI	First half of February
TJIPANAS	JAPAN	Second half of January	JAVA PORTS	First half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.
For Particulars of Freight and Passage, apply to the
**HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.**

York Buildings, 1st Floor.
Hongkong, 25th December, 1905.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

**STEAM FOR
SIMPSONHAFEN, FRIEDRICH-WIL-
HELMSHAFEN, HERBERTSHOFER,
MATUI, BRISBANE, SYDNEY
AND MELBOURNE.**

On TUESDAY, the 9th January, at Noon, the
Steamship "HEINZ WALDEMAR,"
Captain Walde, with Mail, Passengers and
Cargo, will leave this Port as above.
The Steamer has splendid accommodation and
carries a Doctor and a Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For Further Particulars, apply to
MELCHERS & CO.,
Agents. [98]

Hongkong, 14th December 1905.

**COMPAGNIE DES MESSAGERIES
MARITIMES**

**FOR SHANGHAI, KOBE AND
YOKOHAMA.**

THE Company's Steamship

"CALEDONNIEN,"
Captain Gregory, will be despatched for the
above Ports on or about TUESDAY, 9th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent. [2]

Hongkong, 4th January, 1906.

**FOR SINGAPORE, PENANG AND
CALCUTTA.**

THE Steamship

"ARRATON APCAR,"
Captain E. Fay, will be despatched for the above
Ports on WEDNESDAY, 10th inst., at 3 p.m.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents. [143]

Hongkong, 4th January, 1906.

FOR SAN FRANCISCO.

THE Steamship

"DAKOTAH,"
Captain Ross, will be despatched for the above
port on TUESDAY, 10th January.
For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents. [96]

Hongkong, 21st November, 1905.

"GLEN" LINE OF STEAMERS.

**FOR MARSEILLES, LONDON AND
ANTWERP.**

THE Steamship

"GLEN TURET,"
Captain R. Webster, will be despatched as above
on or about TUESDAY, the 10th January.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents. [101]

Hongkong, 28th December, 1905.

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN, and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the above
Ports on WEDNESDAY, the 24th inst., at
Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents. [142]

Hongkong, 3rd January, 1906.

**COMPAGNIE DES MESSAGERIES
MARITIMES**

**FOR MARSEILLES, HAVRE, ANTWERP
(DIRECT).**

Taking Cargo to LONDON with prompt
transshipment at Marseilles.
Calling at MANILA, SINGAPORE, PENANG
AND COLOMBO.

THE Company's Steamship

"KOUANG-SI,"
Captain Barillon, will be despatched as above
on or about the 6th February, 1906.
This Steamer has accommodation for Pas-
sengers and carries a duly qualified Doctor.
For Freight, Passage and further particulars,
apply to
G. DE CHAMPEAUX,
Agent. [2906]

Hongkong, 27th December, 1905.

SHIPPING IN PORT.

STEAMERS.

AMARA, British steamer, 1,900 T. J. Matlock,
20th Dec.—Call at 14th Dec. Coal—
Jardine, Matheson & Co.

ANPENG MARU, Japanese str., 1,987 T. N. Kaba-
guchi, 1st Jan.—Shanghai via Ports 31st
Dec. General—Osaka Shosen Kaisha.

ARRATON APCAR, British str., 2,811 T. E. Fay,
3rd Jan.—Calcutta, Penang and Singa-
pore 27th Dec. General—David Sassoon
& Co.

BREMEN, German str., 1,311 T. F. Seabill, 20th
Dec. Sardakia 31st Dec. Timber and
General—Melchers & Co.

CALPINE, British str., 2,222 T. W. Allen, 2nd
Dec. Newcastle (N.S.W.) 2nd Dec.
Coal—Osaka.

CALLIOPE, British str., 2,108 T. J. G. Soudry,
2nd Jan.—Mog 27th Dec. Coal—Bradley
& Co.

CHANGCHOW, British str., 1,282 T. H. Walker,
28th Dec.—Chinkiang 27th Dec. General—
Butterfield & Swire.

CHITIL, British str., 1,115 T. G. Hooper, 27th
Dec.—Wakamatsu 21st Dec. Coal—
Butterfield & Swire.

CHINA, American str., 3,184 T. D. E. Fink, 27th
Dec.—San Francisco 24th Dec. General—
P. M. S. S. Co.

CHOYANG, British str., 1,421 T. S. Schy, 31st Dec.
—Shanghai via Swatow 24th Dec. General—
Jardine, Matheson & Co.

CHUNSHAN, British str., 1,118 T. R. Cox, 3rd
Jan.—Wakamatsu and Chinkiang 31st Dec.
Rice—Jardine, Matheson & Co.

CRANLEY, British str., 2,231 T. W. E. Steel, 20th
Nov.—Kuchinotzu 16th Nov. Nona-
Gibb, Livingstone & Co.

DR. H. J. KIER, Norw. str., 601 T. E. Larson,
10th Dec.—Hilo 14th Dec. Sugar—
Angard, Thorsen & Co.

ELITA NOSSAK, German str., 1,160 T. W. Lassen,
21st Dec.—Chinkiang 15th Dec. Rice and
General—Siemssen & Co.

EMMA LUTKE, German str., 1,100 T. O. Schen-
feld, 26th Dec.—Hongkong 14th Dec. Coal—
Osaka.

EMPEROR OF CHINA, British str., 3,000 T. R.
Archibald, R.N.R., 19th Dec.—Vancouver
27th Nov. and Shanghai 16th Dec. Mails
and General—C. P. R. Co.

